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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

[redacted]

25X1

COUNTRY Hungary

SUBJECT Budaors Airfield

DATE DISTR. 9 Jul 1951

NO. OF PAGES 3

NO. OF ENCLS. (LISTED BELOW) 1 (A)

SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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1. Budaors Airfield covers an area approximately 2,500 by 2,000 meters. The village of Budaors is located to the west, buildings and railroad tracks to the south, hills to the north and an uneven hilly surface to the east. I believe that the hills, about 500 meters to the northwest of the field, were somewhat of an obstruction to flying. Their highest point was about 600 meters. The field was of clay earth and had no artificial drainage system. In rainy weather there was a great deal of mud, but flying operations were not hampered since the water was absorbed into the ground within one day. I recall that the wind was not very strong and usually blew from a south-easterly direction.

2. The airfield was completely administered by Hungarian Air Force personnel commanded by an Air Force major. No Hungarian or Soviet Air Force tactical units were stationed at the base, since the field was used for technical schools. There was a mechanics school for enlisted men and also a school for officers who studied squadron and flight engineering. Both of these courses lasted one year. In addition to the engine and the aircraft mechanics courses, special courses were given in radio, electricity, armament, photography and instruments. There were about 1,000 students studying the above subjects and twenty who were taking the squadron and flight engineering officers course. Curricula for the engine and aircraft mechanics course included mathematics, political doctrine, history, geography, engine and aircraft structure, field repair techniques, carpentry, welding, instruments, electricity, photography, armament, radio aerodynamics, physics, chemistry and Russian. The squadron and flight engineering officers school had the same courses but they were more advanced. All the instructors for the mechanics course were military officers with the exception of a civilian woman who taught Russian. The instructors for the squadron and flight engineering officers course were both military and civilian. The field was equipped with a radio transmitter station, teletype, telephone and telegraph (Huges) installations.

3. I don't remember the exact number of aircraft based at Budaors; [redacted] I saw Aero-45's, ZLIN's, YAK-9's and IL-10's parked in the hangars. The Aero-45's, ZLIN's and YAK-9's were painted light gray-blue; the IL-10's were painted dark green on the upper surface and sky blue on the bottom. Numbers on the fuselage were painted black. The Aero-45's and ZLIN's were used only to provide transportation for higher ranking officers stationed at the field. One YAK-9 and one IL-10 were used for instruction purposes in the technical school and the remainder were stored without engines in the hangars. Although this airfield was not a regular

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civilian airlines base and no regular flights were scheduled, the Hungarian Soviet Air Company (Magyar Szovjet Lefi Tarsasac) used the field for transporting Hungarian or foreign dignitaries.

4. Civilian engine and aircraft mechanics employed by the Hungarian Air Force disassembled defective aircraft engines and frames for inspection by the engineering section. Regular night shifts were not in effect unless there was urgent work. The military maintenance personnel working in the hangars only accomplished minor repair work and routine inspection of aircraft.

5. The airfield was guarded by a military guard unit. One guard, armed with a Soviet type 7.62mm rifle was stationed at each gate of the airfield twenty-four hours a day. There were about six gate guards and twelve guards patrolling the respective areas. [redacted] 25X1A impression that the efficiency of the guards was only fair. Everyone entering or leaving the airfield had to show a pass.

25X1 6. [redacted] there were only prewar air raid shelters constructed of concrete in the hillside about 500 meters from the field. There were no blast pens for aircraft, no anti-aircraft installations, no searchlights or aircraft detection equipment at the field. There were two fire fighting trucks equipped with 3,000 liter containers with chemical fire extinguishing material liquid, (Habolto-Por). The hangars and shops were equipped with five liter and ten liter chemical fire fighting liquid containers, hanging on walls. The firemen had a three months training course in Budapest before being assigned to the airfield.

7. The points hereunder refer to sketch, [Enclosure (A)]:

Point

#1..... Village of Budaors, population about 4,000. There are no industrial installations in this village.

#2..... Barbed wire fence which surrounds part of the airfield and three compounds belonging to the airfield. The wire is about two meters high, and supported by concrete posts, spaced at four meter intervals.

#3..... Grass covered landing area.

#4..... Gravel-covered road about three meters wide which leads to the western end of the airfield.

#5..... Hangar used as storage place for old YAK-9 aircraft (without engines). The second floor is used for officers of the engineering section. This building is brick construction with four, reinforced concrete beams. On the southern side of the building there is a double, corrugated iron door, the same size as the side of the hangar. It is about 40 meters long and about 20 meters high. The building is light yellow. The second story has six windows on both of the long sides and three windows on the other two sides. The hangar section has three large windows on the long side and two windows on the other sides.

#6..... Guards quarters, single story, constructed of brick. It has a gabled, red tile roof, about ten meters long, four meters wide and five meters high. The color of the building is dark yellow.

#7..... Iron gate, about two meters high and three meters wide.

#8..... Budapest-Balaton Lake Highway.

#9..... Apron and taxi strip constructed of concrete blocks. The taxi strip is 130 meters long and four meters wide. The apron is about 20 meters square.

#10..... Single story hangar, about 30 meters long, 15 meters wide and six meters high. It is constructed of bricks with four, reinforced contrete supports. The northern side has a corrugated, double door of dark green. The building is yellow.

#10A..... Hangar constructed like the one described in point #10.

#11..... Iron gate about two meters high, six meters wide and used by vehicles and pedestrians.

#12..... Single story, brick building used for storage of mechanics' tools. It is about six meters long, four meters wide and four meters high. It has a gabled red tile roof. The color of the building is yellow.

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#13..... Office building, housing the Operations Section, Secret Service and the headquarters of the Hungarian Air Force Chief Engineer, Lt Col Kalman Horvate. The building is three stories high, constructed of brick and reinforced by concrete supports. The roof is flat, covered with gray slate, and is supported by reinforced concrete transversal beams. The control tower is round, five meters in diameter and projects about ten meters above the roof. The roof of the control tower is flat and covered with gray slate. The building is 40 and 20 meters long, 20 meters wide and 25 meters high.

#14..... Three story brick building, about 20 meters long, nine meters wide and 20 meters high. The first and third floors are used as quarters for enlisted men; the second floor houses the squadron and flight engineering officers' school.

#15..... Granite road to Budapest, about five meters wide.

#16..... Double track, European, standard-gauge railroad, Budapest-Vienna.

#17..... Three story, brick building, about 30 meters long, 20 meters wide and 20 meters high. It has a gabled, red tile roof.

#18..... Building, constructed like the one described in Point #17. It is used as a recreation center for airfield personnel. Classrooms for the engine and aircraft mechanics are located on the two upper floors.

#19..... Iron gate, two meters high and six meters wide, used by vehicles and pedestrians.

#20..... One story guard house, constructed of brick, about ten meters long, four meters wide and five meters high. It has a gabled, red tile roof.

#21..... Three story, brick building, 30 meters long, 12 meters wide and 25 meters high, used as quarters for the students at the airfield training center. It has a gabled, red tile roof.

#22..... Building, used as quarters for students, constructed like the building described in Point #21. It also houses the medical dispensary.

#23..... Building, used as quarters for students, same construction as the buildings described in Points #21 and #22.

#24..... Double track streetcar line from Budapest to Torokealint.

#25..... Bus stop.

#26 & 27. Iron gates, two meters high and six meters wide.

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ENCLOSURE (A): A sketch of Budaors Airfield Area.

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ENCLOSURE (A)

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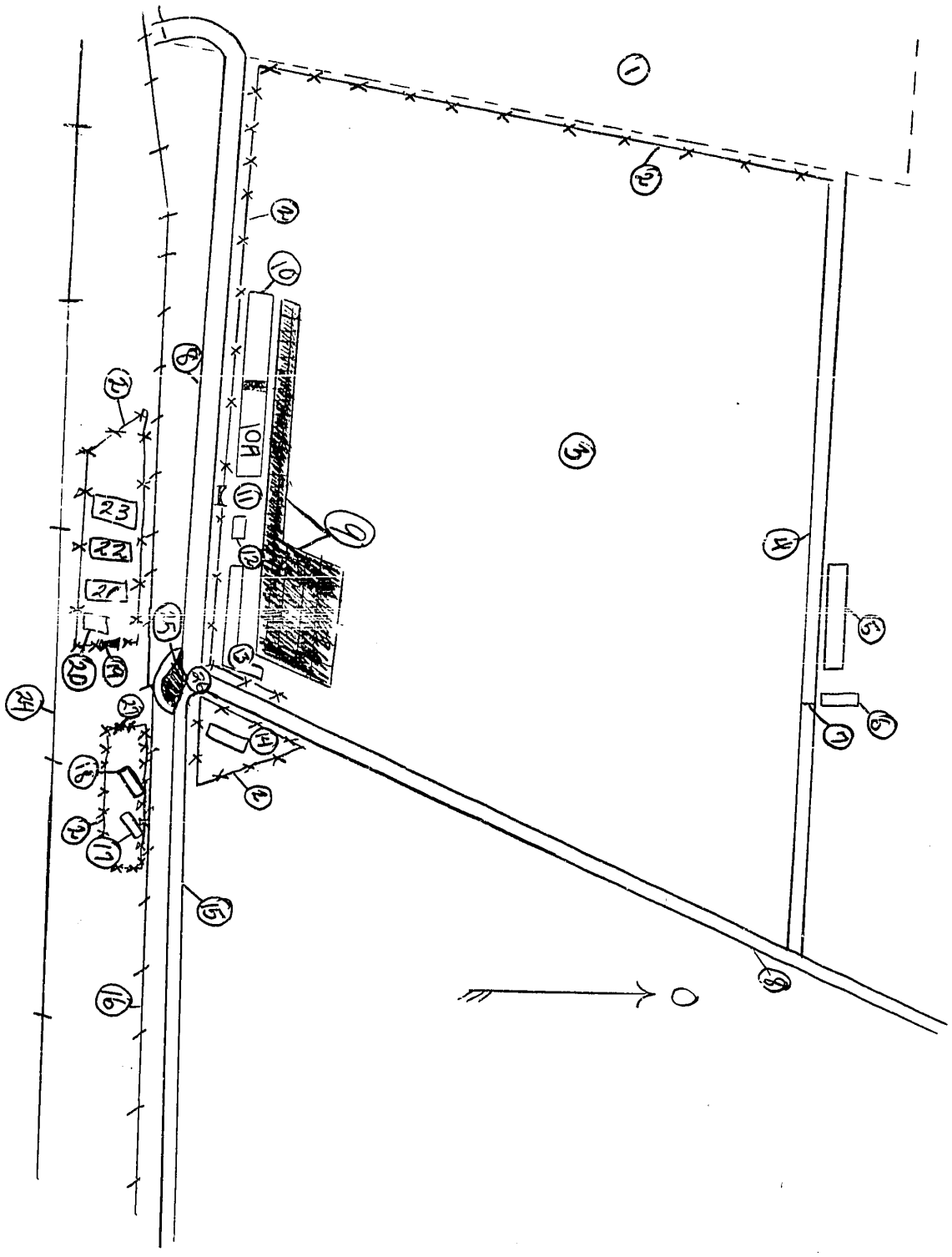
A SKETCH OF BUDAORS AIRFIELD AREA



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